



~~August 21, 2007 CPC~~
September 18, 2007 CPC

STAFF'S
REQUEST ANALYSIS
AND
RECOMMENDATION

04PR0391

Smith Packett Med-Com, Inc
(The Crossings at Bon Air)

Midlothian Magisterial District
North line of Midlothian Turnpike

REQUEST: Site plan approval of an adjustment to a site plan previously approved through administrative review.

RECOMMENDATION

Staff recommends denial for the following reason:

The revised plan provides unrestricted access to Midlothian Turnpike at a location that raises operational and safety concerns by both the Virginia Department of Transportation and the Chesterfield County Transportation Department.

GENERAL INFORMATION

Associated Public Hearing Cases:

74SN0026 – Brighton Green Land Corporation
03SN0202 – M-3 Investors LLC
04SN0201 – M-3 Investors LLC
05PS0315 – Smith Packett Med-Com, Inc.

Developer:

Smith Packett Med-Com, Inc

Design Consultant:

Balzer and Associates

Location:

Located on the north line of Midlothian Turnpike and on the east line of North Pinetta Drive. Tax IDs 753-706-7209 and 9512, 754-705-0490 and 5275, 754-706-1128 and 3718 (Sheets 6 & 7).

Existing Zoning and Land Use:

Residential (R-7) and Community Business (C-3); Commercial (nursing care facility), residential or vacant.

Size:

17.6 acres

Adjacent Zoning & Land Use:

North - R-7; Single family residential
South - C-3 and C-5; Commercial, office and public/semi-public (U.S. Post Office)
East - R-7 and C-3; Residential, commercial, or vacant
West - O-2; Office

BACKGROUND

This project has been previously reviewed and approved administratively. Three (3) revisions of the plans have been approved. Construction has included the nursing care facility and the footing and foundation for the independent living/assisted living facility. The current plan revision includes several changes, most of which are either acceptable to staff or approvable with minor revision to the plans.

The reason for staff recommending denial is that this revision includes an open entrance to Midlothian Turnpike. This access location was previously approved as a twenty-four (24) foot wide gated access limited to emergency vehicles. The revised plans change this access to a forty (40) foot wide fully open entrance. This entrance connects to Route 60 through an access currently serving the adjacent U.S Post Office and an office building.

Per Proffer 5F of Zoning Case 03SN0202, no direct access was to be provided from the property to Midlothian Turnpike (Route 60), other than an emergency access. Without the proposed gate restricting use of the existing access, site traffic will have indirect access to Route 60 in an undesirable location, approximately 700 feet from the existing Powhite Parkway exit ramp and 400 feet from the Route 60/Pinetta Drive signalized intersection. (See Exhibit A)

The driveway is located only 700 feet from the southbound Powhite Parkway exit ramp. Westbound traffic stopped at the traffic signal at Pinetta Drive routinely queues beyond this access (Exhibit B). Traffic from Powhite Parkway has extreme difficulty weaving over into the through lane on Route 60 due to this queued traffic. During peak hours, traffic using the driveway to exit the property will experience long delays as they wait for a break in the traffic stream on Route 60. Drivers could become impatient, leading them to take risks that they would not normally take.

There were fifty-six (56) accidents from 2004-2006 in this area along the westbound lanes of Route 60 alone (Exhibit C). By comparison, there were seventeen (17) accidents in three (3) years along the eastbound lanes of Route 10 at the Route 288 interchange. Adding traffic to the existing access would make this area even more dangerous.

On August 17, 2007, the applicant submitted a Traffic Impact Analysis (TIA) as requested by VDOT.

The TIA does not address the concerns of the county Transportation Department, which are SAFETY based, not capacity based. The TIA fails to prove that additional traffic at the Route 60 access will not adversely affect the safety of the corridor; instead, the TIA shows that there will be acceptable Levels of Service (LOS) along Route 60 and at the entrance.

LOS is a measure of congestion and does not take into account accident history or other safety related issues. As would be expected, the TIA shows that additional traffic at the Route 60 access will have little effect on the LOS of the corridor; however, there is a history of accidents at this location. Adding turning movements and weave maneuvers to this area will only exacerbate the existing accident problem. As such, the Transportation Department recommends denial of this request.

The Virginia Department of Transportation has noted concerns about the increased usage of the Route 60 entrance due to operational and safety concerns raised by the proximity of the access to the Powhite Parkway off-ramp and the signalized intersection of Route 60 and North Pinetta Drive.

Staff review comments, including Virginia Department of Transportation comments, are attached.

CONCLUSIONS

Among the revisions to the previously approved plan, the applicant is proposing to revise a gated emergency access to a forty (40) foot wide fully open entrance. Due to traffic safety concerns as noted, staff recommends denial of the site plan.

CASE HISTORY

Planning Commission Meeting (8/21/07):

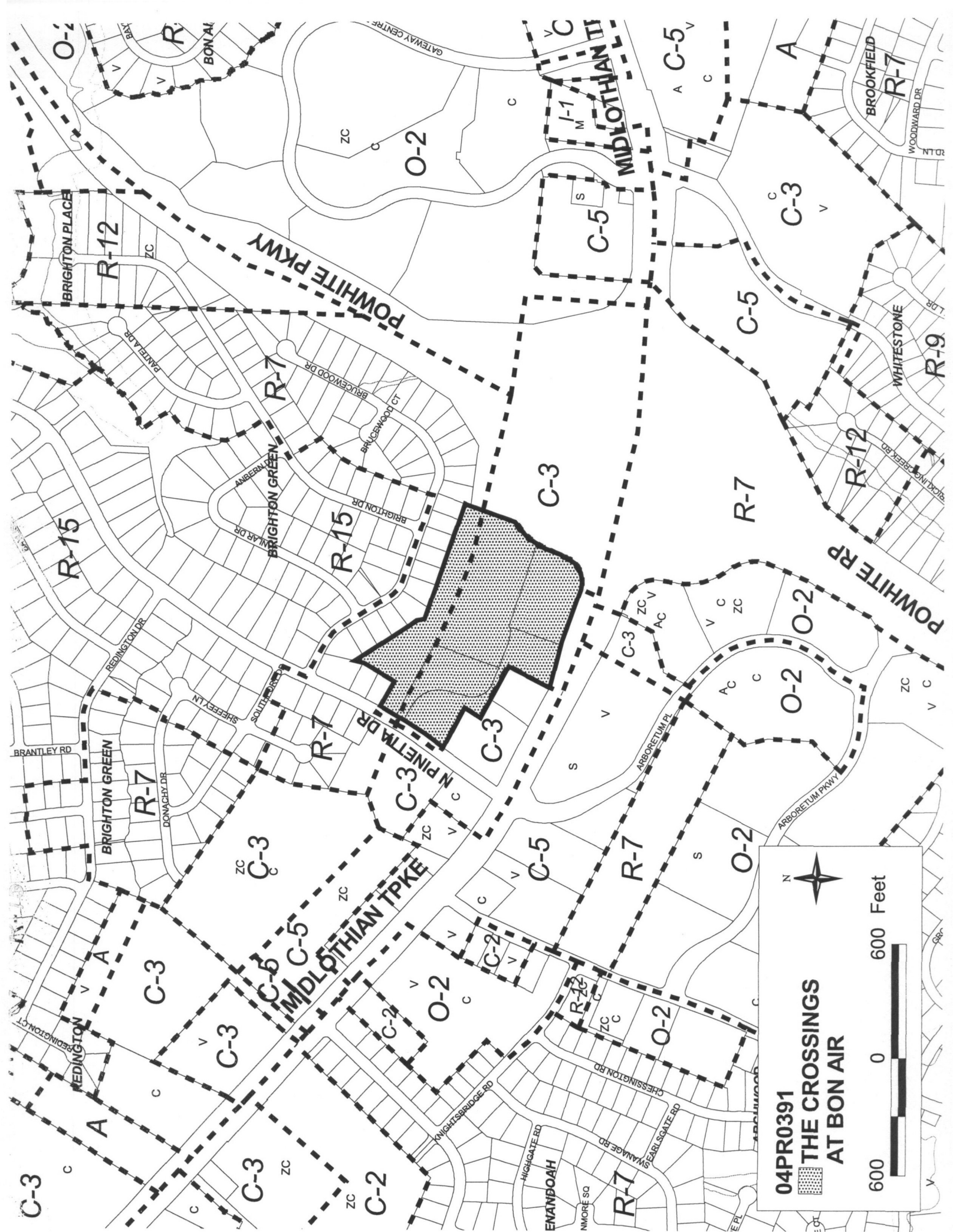
The Planning Commission deferred the case for thirty (30) days, at the applicant's request, to allow time to review the traffic study.

Staff (8/22/07):

The applicant was notified in writing that a \$230.00 deferral fee must be paid prior to the September 18, 2007, public hearing.

Staff (9/10/07):

To date, the deferral fee has not been paid.



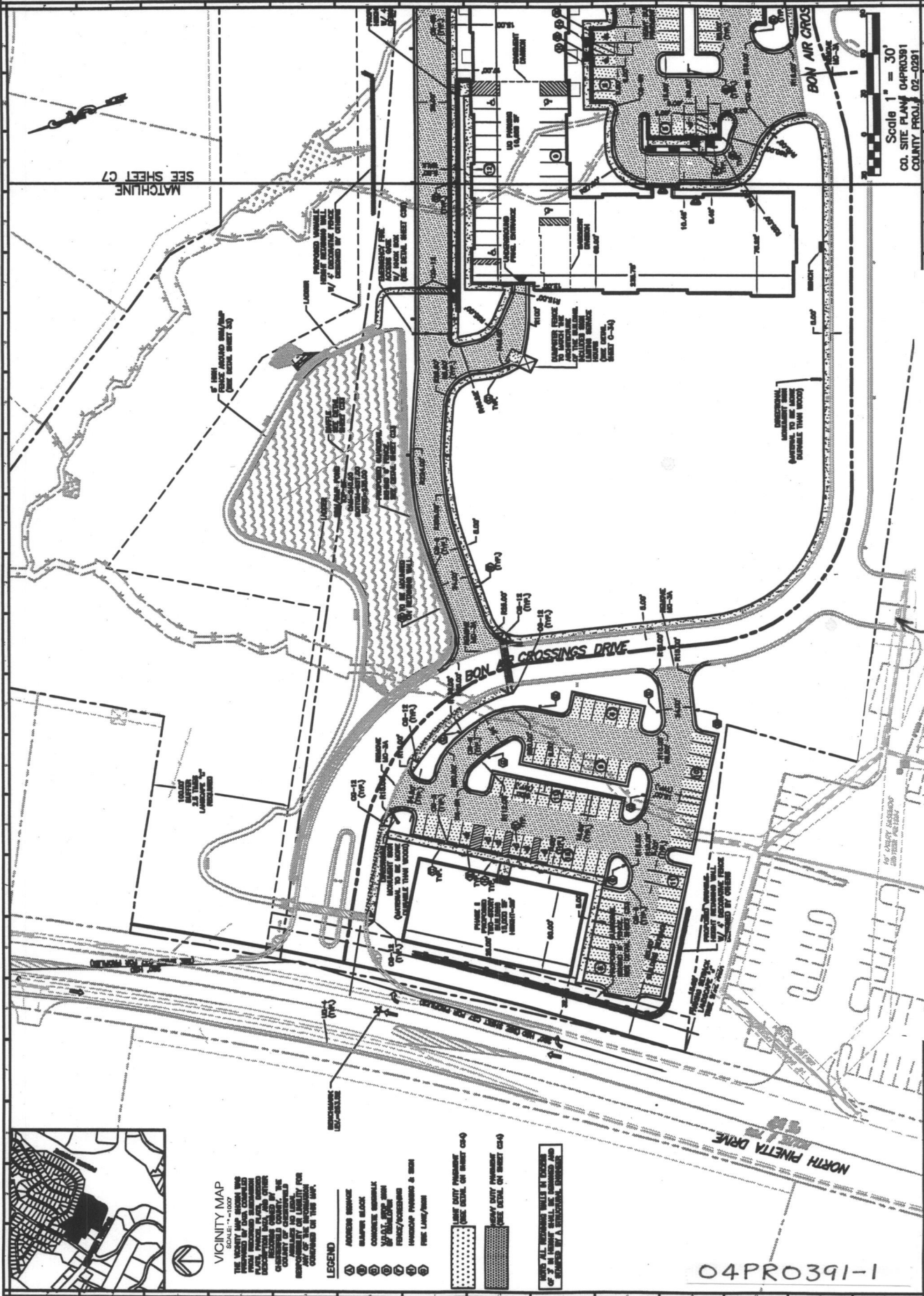
04PR0391

 THE CROSSINGS
AT BON AIR



600 0 600 Feet

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**PROPOSED 40 FT WIDE ENTRANCE
(PREVIOUSLY APPROVED AS A 24FT WIDE
GATED EMERGENCY ENTRANCE)**

**U.S. POST
OFFICE**

TO ROUTE 60

04PRO391-1

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BN/72

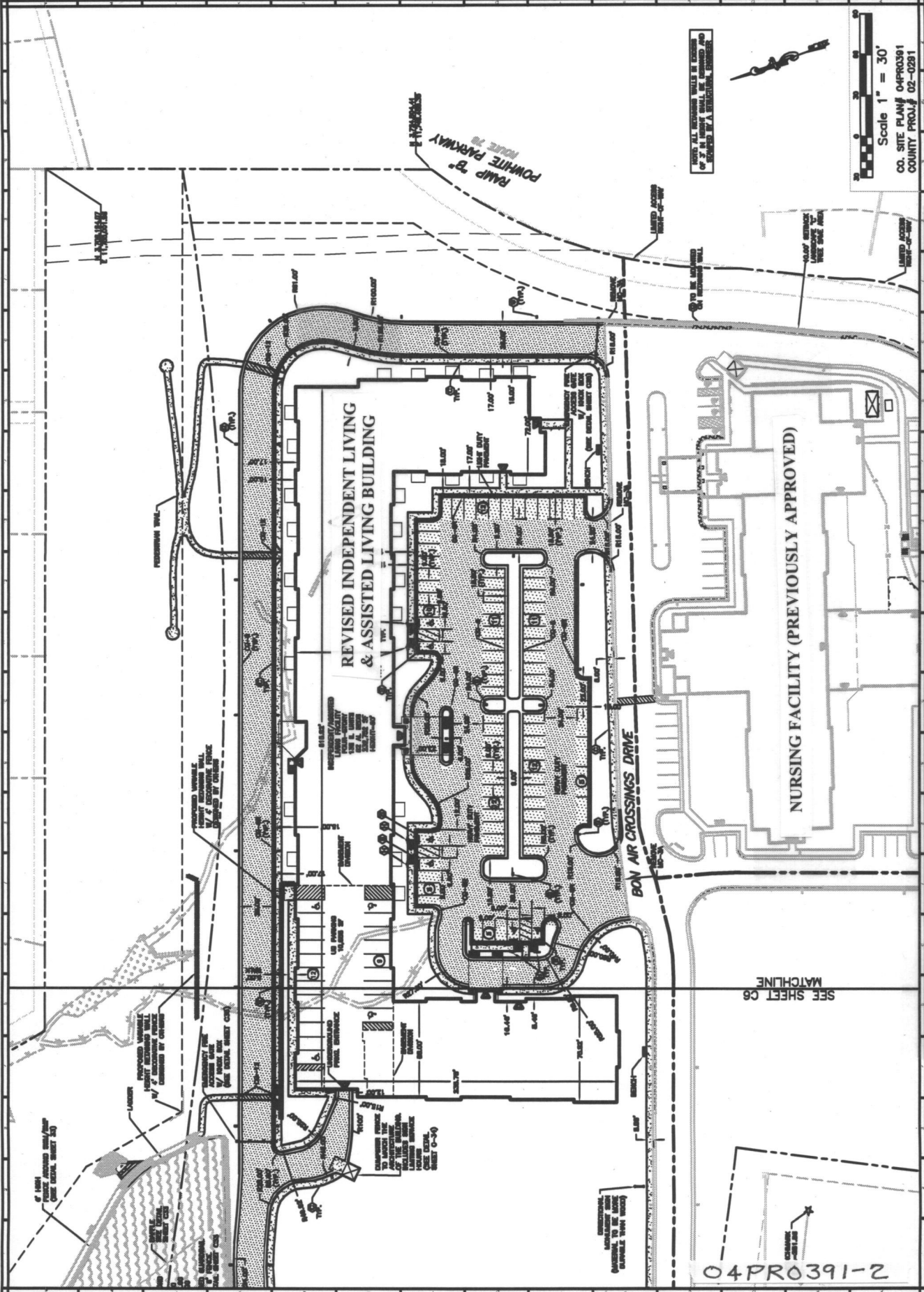
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THE CROSSINGS AT BON AIR
LAYOUT PLAN (PHASE II)
MIDDLEBURGH DISTRICT
CHESTERFIELD COUNTY, VIRGINIA

DESIGNED BY: SMC
CHECKED BY: RF
DATE: 05-25-04
REVISIONS:
11-12-04
4-11-05
5-24-05
03-30-06
8-16-06
9-22-07

SCALE: 1"=30'
SHEET NO. C7
JOB NO. C0400145



REVISED INDEPENDENT LIVING & ASSISTED LIVING BUILDING
(SIZE REDUCED WITH MINOR CHANGES TO PARKING LAYOUT)

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EXHIBIT B

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EXHIBIT C

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REVIEW COMMENTS:

1. VDOT cannot support this proposed increased usage of the Route 60 entrance, due to operational and safety concerns raised by the proximity of the access to the Powhite Parkway off-ramp and to the signalized intersection of Route 60 and Pinetta Road. The original intent in allowing the site to connect to the driveway was to provide only emergency service to the site to reduce these problems. (VDOT)
2. The change in use of the entrance and the increase in traffic at the entrance introduce the need to meet minimum VDOT standards, which are not currently met. The separation between entrance and intersection is less than the required length of 400 feet, to allow full right turn lane to the intersection. The site's projected traffic may also create the need for a separate right turn lane into the Route 60 site entrance. (VDOT)
3. The developer shall submit a traffic study for VDOT review and approval showing the entrance can operate as proposed without causing interference to the Powhite Parkway movements or to normal intersection operations. The study should include the projected site traffic expected to utilize the entrance, a merging/diverging analysis at the ramp area to the intersection, an accident analysis within the area and a right turn lane analysis into the site. Unless the approved study shows the entrance can operate successfully, VDOT cannot support unrestricted access. (VDOT)
4. Provide a revised VDOT subdivision and site construction plan submittal checklist. Provide a description of the modification to the existing plan. (VDOT)
5. Differentiate the existing and proposed land uses on the plan as well as the existing and proposed infrastructure. (VDOT)
6. Update the VDOT subdivision and site construction general notes to the current revision dated January 1, 2007. Ensure all ascribed VDOT references are current. (VDOT)
7. Update the intersection sight distance measurements to demonstrate accordance with current requirements to include a 3.5 foot height of eye and 3.5 foot height of object. (VDOT)
8. Provide computations to demonstrate the adequacy of the existing stormwater system to accommodate the additional run-off produced by the site. (VDOT)
9. The access to Route 60 must be gated to permit emergency vehicles only. (T)
10. Gate detail is shown on plan, however the placement location of the gate needs to be marked on plan. (F)

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11. Provide the details for the automatic sprinkler system run-in and stub up, including all applicable notes. See: <http://www.chesterfield.gov/publicsafety/fire/plans.asp> for a copy of the details (F)

12. The independent living/assisted living building requires only 1 meter. Revise the plans to show only 1 1.5" meter for the building. (U)

13. It is the responsibility of the applicant to comply with and / or acquire all applicable federal and / or state permits in relationship to environmental features including but not limited to "wetlands, surface waters (e.g. VPDES permit for construction sites of 1 acres or more., ground water and air quality". Final approval of these plans will not relieve you of your responsibility. (EE)

14. It is the responsibility of the owner to obtain an "approved for construction" stamp on two additional sets for the owner to keep on site. (EE)

15. The stormwater / B.M.P. facility must be certified by a professional engineer prior to issuance of any occupancy certificates. (EE)

16. Prior to issuance of a building permit, a revised diskette/CD, the format of which shall be Autocad.dwg or dxf, must be submitted to Virginia Barbour of Environmental Engineering. The diskette/CD must contain the following, each in a separate layer:

- a. Final grading contour lines (5' intervals);
- b. Proposed building footprint;
- c. All impervious area (parking lots, driveways, roads, etc); and
- d. The storm sewer system.

A layer report printed from Autocad must be submitted with the diskette/CD. Both the diskette/CD and the report must be labeled with the site plan name, site plan number, and the engineering firm. All Autocad files must be referenced directly to the Virginia State Plane Coordinate System, South Zone, in the NAD83 Datum. (EE)

17 Put a revision date on the resubmitted plans. Resubmit 10 full sets and one copy of the site plan sheet to the Planning Department for your next review. Use the spaces below each comment to describe how you have addressed each review comment. Be sure to indicate which sheets show the required changes. Provide a transmittal letter to describe any changes to the plans not caused by the staff review comments. A \$480.00 review fee applies to each additional submittal. (P)

18. Revise the plans so that the entrance and drive to the below grade parking is at least 22 feet wide per Sec. 19-514(b)(2). (P)

19. Provide revised landscape and lighting plans for the revised site plan. (P)

20. Provide revised architectural drawings showing that the through the wall units are finished to match the color of the background wall and roof vents painted to match the roof color. (P)